

CRISIS!

**Riverside and Orange
County Gridlock**

The Overview

An important crisis faces everyone in Southern California. It is a **crisis in mobility** – the ability to get from one place to another. It will affect not only you as an individual trying to get to or from Orange County and the Inland Empire, but also the goods and services that support life as we know it today.

Our elected officials and governmental agencies charged with finding solutions have been discussing this local crisis for over 10 years. No consensus exists—as each entity prefers its own solution.

It's about avoiding the economic chaos that will surely follow if we choose not to solve the problem that never seems to go away. Southern California business owners will fail economically. Or they will relocate to friendlier environments that attract and satisfy quality workers and improve their bottom line.

The vision and leadership of Bill Vardoulis has provided the understanding of this unique connection of elements. He has assembled an impressive steering committee comprised of business leaders, local government officials, and concerned individuals who will promote and educate the public on the Tunnel benefits.

Freight and utilities (water, electricity, oil, and fiber optics) also have a growing need. Truck traffic will grow even faster than commuter traffic in the area. In addition, the development of airports at Ontario and March AFB will require good ground access for effective commerce.

Why a Tunnel?

Our preliminary analysis shows that a tunnel would provide a more effective and efficient solution than widening existing freeways or building a road over the mountains. The TriTunnel Express™ would not displace existing

homes or businesses. It would link to adjoining freeways and available capacity routes so that commuters can continue their journey at reasonable speeds. The project, once funded, and backed by the political establishment (local, county, state, and federal) could be completed in three years.

The Crisis

Riverside and Orange County Transportation Gridlock

The demand of cars and trucks between the Inland Empire and Orange County will reach 450,000 trips per day on SR-91 by the year 2020. Currently, there is no way to physically accommodate these trips through the Santa Ana Canyon.

Studies about increasing capacity between the two counties have existed for years. They include additional rail service, widening the 91 Freeway with no land left, extending toll lanes, building new highways, and even double decking the 91 Freeway. These concepts would divert traffic to further complicate any sensible solution. Also, the Ortega Hwy route presents problems –costly engineering and enormous environmental considerations.

Alternatives Have Few Solutions

Above-ground proposals are proving financially and environmentally undesirable, and potentially costing the TAXPAYERS over billions of dollars. All of these alternatives would put tons of added pollution throughout the Santa Ana Canyon region.

More Critical Issues

- These include the absence of automated highways; the scarcity of innovative ideas; massive funding cuts, and continuing rapid growth.

- The jobs to housing imbalance continues unabated. Orange County has plenty of jobs; but affordable housing is limited and expensive. Riverside County is employee-rich, with fewer jobs, yet modestly priced housing is still abundant.

- The Santa Ana Mountains, separating the two counties, is a 50-mile barrier, offering little or no opportunity to traverse in an economical, safe, and environmentally-sensitive manner.

- Orange County road and rail projects have been put on hold due to statewide \$1.8 billion transportation budget funding cuts.

- The grid-locked 91 Freeway has physical constraints to prevent it from being widened substantially. Double decking would only add to problems by shutting down

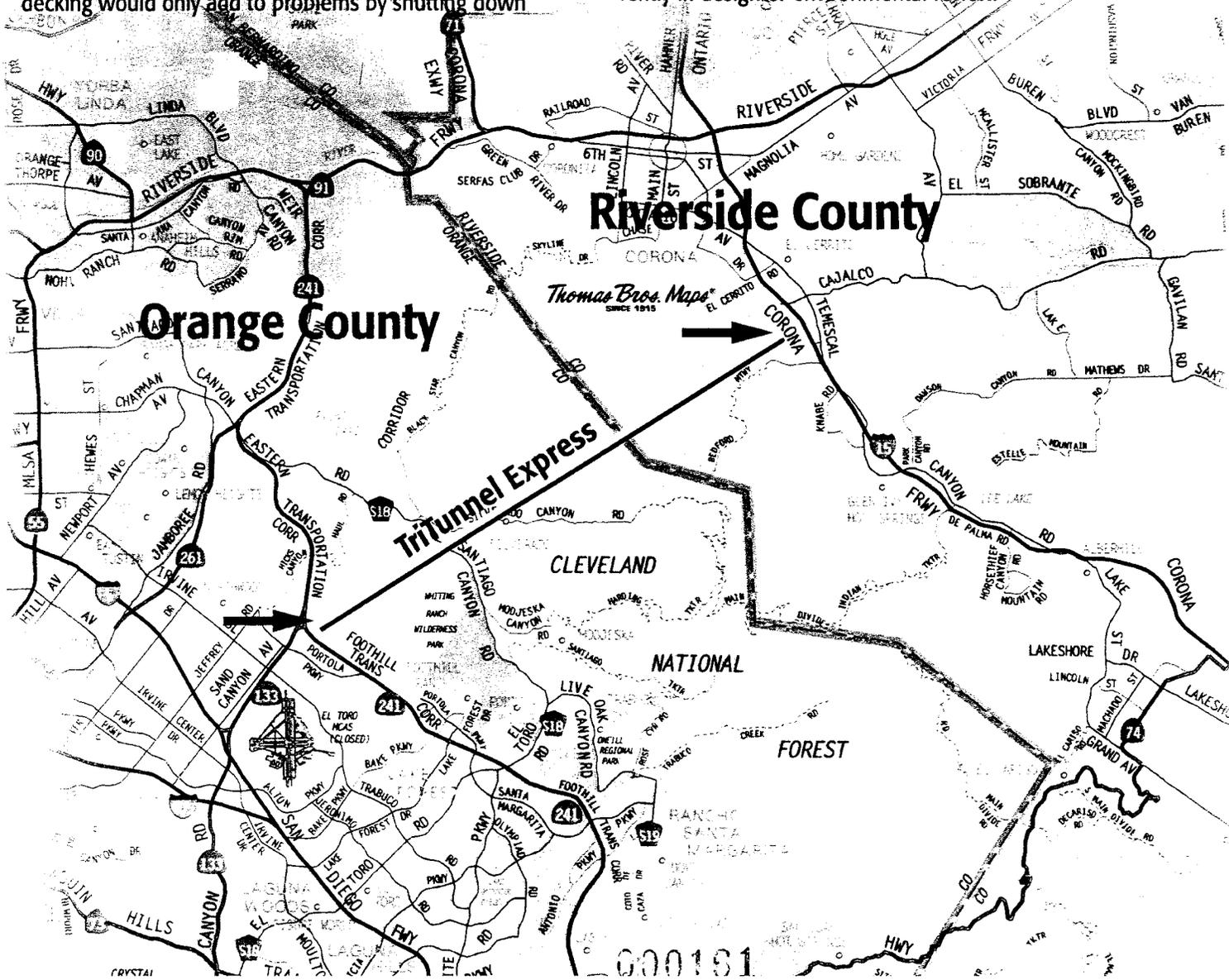
portions of freeway during construction and ultimately merely shift the choke points. Cost to TAXPAYERS would be in the billions, plus put tons of added pollution in the Santa Ana Canyon.

- The SR-74 (Ortega Hwy): This is a very dangerous winding road which has grown to unmanageable levels. It would be extremely costly to widen, and it does not lead to employment centers. Environmental challenges would be enormous.

- Southern California Association of Governments (SCAG) projects **6 million more** people by 2030. Planners agree that modest gains against congestion will soon be obliterated.

- Current regional demand of 230,000 vehicles per day (on the 91 Fwy) is estimated to **double** in 2020 to 450,000 vehicles/day of which 60,000 are big trucks.

- Governmental think tanks have known about the problem and continue to "study" with no project currently in design or environmental review.



The Solution

The TriTunnel Express™ is a proposed 10-12 mile tunnel 'system' consisting of three 45-foot diameter tunnels under the Santa Ana Mountains.

This direct-route tunnel starts slightly south of Interstate 15 Freeway (I-15) and Cajalco Road Exit in Riverside County. It extends through the Santa Ana Mountains under the Cleveland National Forest to the interchange of SR-241 and SR-133 in Orange County. **It is the BEST alternative to the Riverside Fwy (91) congestion.** This estimated \$3-billion tunnel complex would be privately funded (**no new taxes**) transporting cars, trucks, trains, utilities and communication services.

The Cleveland National Forest is California's smallest national forest and is cut into three pieces, surrounded by the suburbs of Riverside, Orange and San Diego counties. The Tunnel will **not** intrude on the habitat of mountain lions, eagles and other species that roam the sensitive chaparral-covered mountains. It will not harm the Forest with tons of pollution and yet will transport utilities and 120,000 commuters a day **CLEANLY** and efficiently!

This one-stop solution accommodates the region's growth and gives Riverside County and Orange County the second link they have always sought. This three-year plan will employ thousands of people helping to stimulate our local economies at the same time.

- **A Westbound Auto Tunnel carries electricity, oil, fiber optic lines and other commodities.**
- **An Eastbound Auto Tunnel also carries electricity, oil, fiber optic lines and other commodities.**

- **One Two-Way Commerce Tunnel will carry trucks on conveyors, high-speed light rail, and water.**

The Benefits

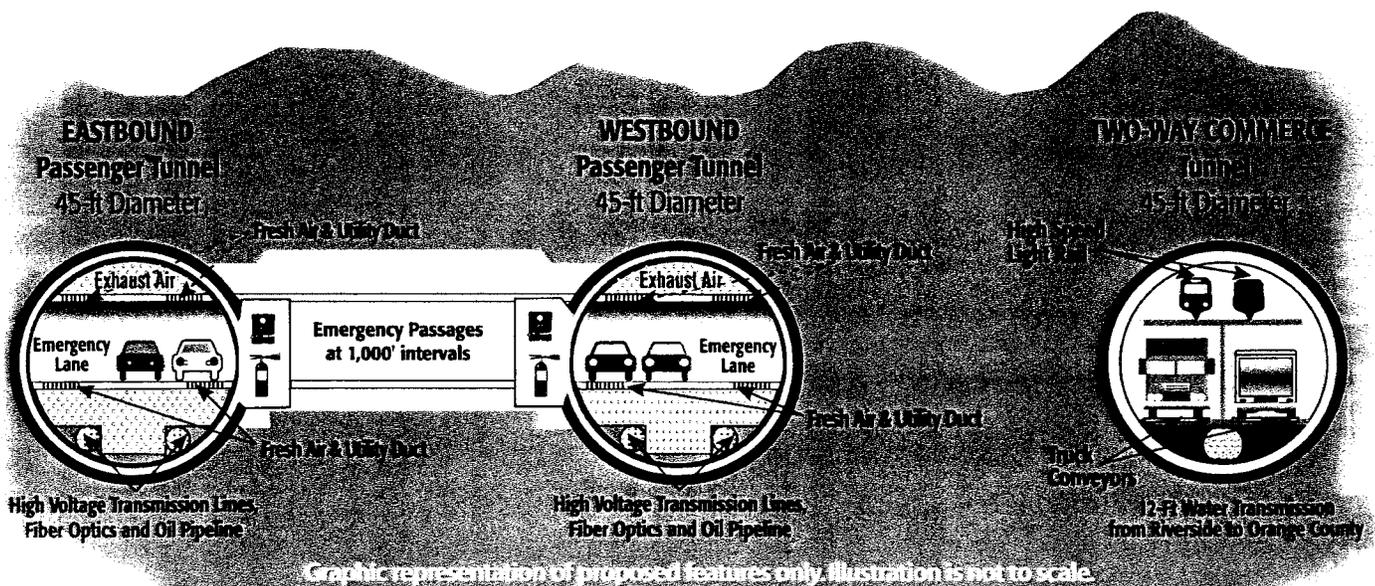
The TriTunnel Express™ SOLUTION presents enormous benefits to agencies, business and end-users of the tunnel. **It is economically and environmentally sound!**

- No new taxes are required for construction as capital costs are repaid by user fees, utility leases and tolls.
- Improved mobility promotes economic and community growth.
- Ventilation scrubbing equipment assures clean air at both tunnel exits.
- It is a more efficient construction solution, and it costs far LESS than widening existing freeways, double decking the SR-91, or building roads over the mountains.
- Commuting is enhanced through one-way traffic separation, trucks on conveyors, and high-speed light rail.
- **Environmentally sound – Wildlife and plants are not endangered.**

- Over 1,000,000 vehicle miles/day will travel through the Tunnel free of any emissions.
- Will not displace existing homes, businesses, or wildlife, plus no major land purchases required.
- TriTunnel Express can be constructed in three years or less, without disrupting existing traffic routes.
- Tunnel will generate more than \$100 million income per year from users and utility industries.
- This project will be managed by a multi-county Joint Powers Agency for environmental and financial operations.

Safety

- State-of-the art earthquake-sensing and design elements will be apart of construction and design.
- Heavy truck traffic moves on conveyors eliminating diesel exhaust, subsequent emissions, and avoids auto traffic.
- Emergency vehicles and personnel will be able to move more rapidly between the counties.
- Cross-passages located every 1,000 feet and pull-out lanes in each direction promote traffic flow and provide for disabled and emergency vehicles.



ROC-link, Inc., dba TriTunnel Express • 1 Corporate Park #101, Irvine, CA 92606

Pre-Feasibility Study

Three years of engineering work have been completed by ROC-Link, Inc. The next stage is to confirm the overall viability of this construction project. A world-renowned group of companies with extensive local and international expertise in projects of this nature

has come together comprising Kellogg, Brown & Root, Inc., (KBR) of the US, Halcrow of the UK and Macquarie of Australia. These companies with comprehensive experience in large tunnel and highway projects will ensure that the study findings will be of the highest credibility.

Funding Without Tax Dollars

Who would build it?

A consortium of private engineering and construction firms would design, build and finance the construction of the TriTunnel Express. Connector roads might be a combination of private and public investments, depending on the final configuration.

Estimated Construction Costs

Current preliminary cost estimates are in the range of \$3.0 to \$3.5 billion. This cost would cover three large tunnels and connecting passages at 1,000-ft intervals. Costs have been validated by well-known engineering and financial entities including Macquarie of Sydney, Australia. Macquarie is a global investment banking organization managing the world's largest portfolio of private toll roads. They offer expertise in financing and financial analysis of toll road investments worldwide. **Simply put, if it can not pay for itself through user fees, it won't be built.**

Fast Track Update Since We Went to Press

Congressmen Chris Cox (R-Newport Beach) and Ken Calvert (R-Corona) are lobbying for \$50 million in federal transportation funds to support a feasibility study of a new corridor to link Orange and Riverside counties. The lawmakers support is boosting momentum for the Tri-Tunnel project. Cox said, "The 91 Freeway is a bottleneck and completely inadequate to serve as the only artery between the Inland Empire and Orange County."

OCTA Chairman Tim Keenan said, "These are two heavy players. This is significant."

It's time to quit talking and get on the TriTunnel Express!

Support and Endorsements

In October 2002, the Board of the Metropolitan Water District of Orange County unanimously endorsed this project. The Irvine Chamber of Commerce and many other local communities are supporting the TriTunnel proposal. Over the last three years, it has been featured in many major newspapers and presentations have been made to over 80 local civic and community organizations.

Proposed Tunnel Revenue Sources:

Auto tolls (150,000 trips/day @ \$3.00 each way for 240 days)	\$108,000,000
Auto tolls (75,000 trips/day @ \$2.00 each way for 125 days)	18,750,000
Truck tolls (25,000 trips/day @ \$8.00 each way for 365 days)	73,000,000
Water transmission (annual) lease	30,000,000
Electric transmission (annual) lease	35,000,000
<u>Other utilities (fiber optics, oil)</u>	<u>40,000,000</u>
Total estimated annual revenues	\$304,750,000

Financing and Education

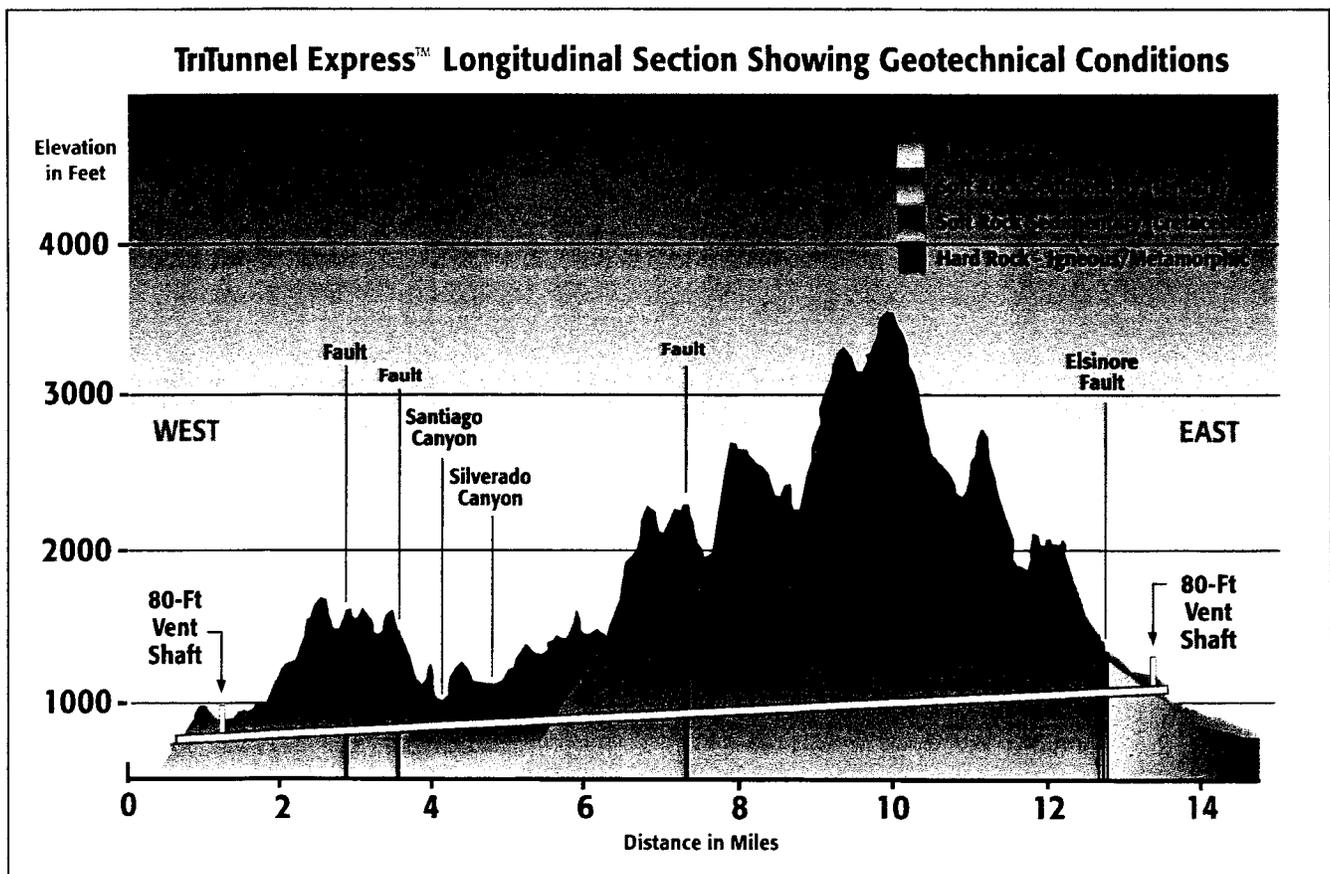
Financing can come from companies, the sale of bonds to investors, tolls, and fees paid by utilities and oil companies.

Given the current political environment and budgetary State and Federal transportation cuts, the TriTunnel Express provides economic solutions that make common sense in troubled times. Orange County is on the brink of a major economic crisis where the jobs-to-housing imbalance and lack of regional infrastructure will cause the exodus of major businesses.

In addition, electricity generated by the flow of water from Riverside to Orange County through the tunnel is three times that required to operate the power needs of environmental, truck and rail operations within the tunnel.

The TriTunnel Express will help accommodate the region's growth and give both Riverside and Orange County the second link they has always sought without disturbing the Cleveland National Forest.

There is a tremendous need to educate the public and politicians about the problem and this solution. Financial help is needed in this vitally important pursuit and getting it completed on a fast track!



Getting Involved

Your voice is urgently needed to bring awareness of this mobility crisis and the RIGHT SOLUTION to key decision-makers! Californians can affect transportation decisions for a better future. Contacting public agencies which influence these decisions on transportation improvements can have a major impact on the success of this important project!

PLEASE write the following agencies stating that the ***“TriTunnel Express connecting Riverside and Orange Counties is the most financially viable and environmentally sensitive solution to the mobility crisis. It will reduce congestion, provide jobs, enhance safety, improve air quality, provide needed infrastructure services and save the Cleveland National Forest.”***

- U.S. Dept. of Transportation: www.dot.gov
- CA Dept. of Transportation: www.dot.ca.gov
- CA Transportation Commission: www.catc.gov
- Southern Calif. Assn. of Governments: www.scag.ca.gov
- OC Transportation Authority (OCTA): www.octa.net
- San Bernardino Associated Governments: www.sanbag.ca.gov
- Riverside County Transportation Commission: www.rctc.org

Help Get Our Counties Moving!



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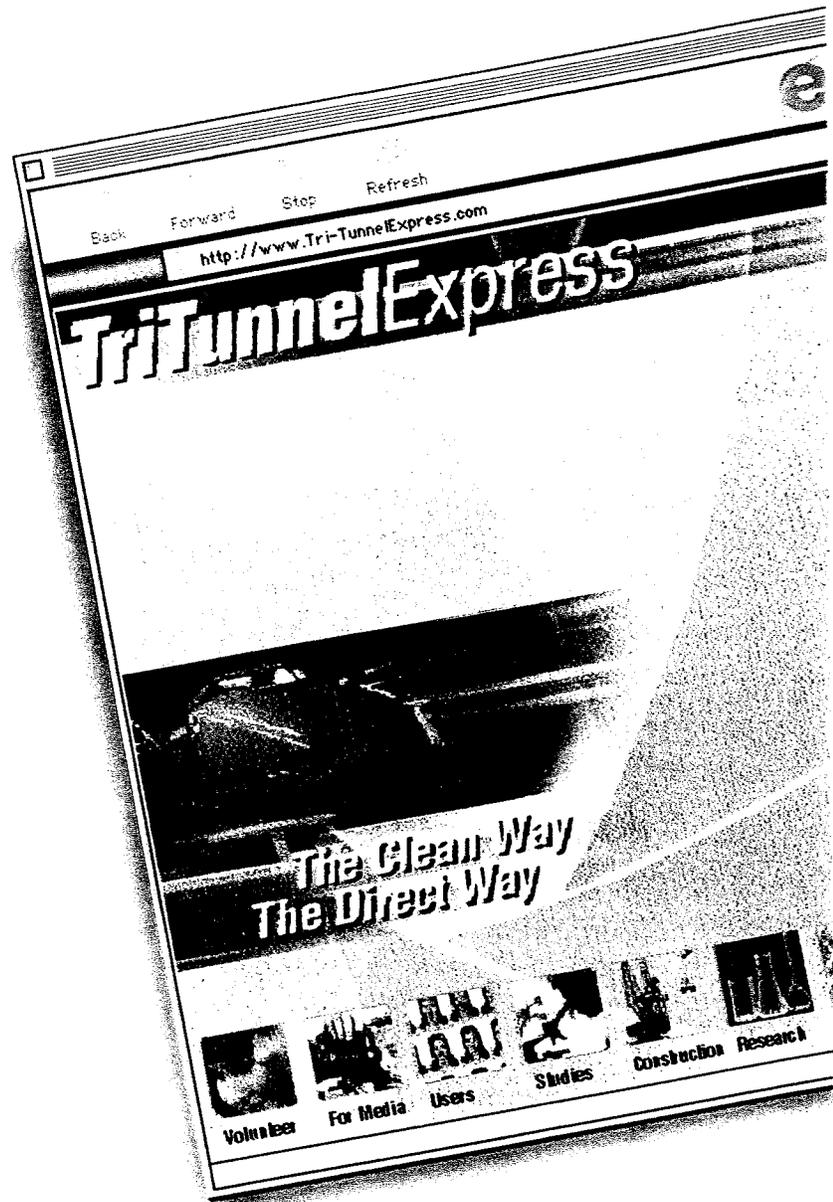
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Visionary

Bill Vardoulis is the recent recipient of the TCA 2002 “Visionary Award” for his enduring efforts to promote mobility in our region. Vardoulis’ three-year study and concept of a tunnel was recognized as the best mobility solution to the congestion crisis. He has a 30-year history of public service and holds two masters degrees (Business Administration; Engineering). As a former transportation commissioner, councilman, and Mayor of the City of Irvine, CA, he has been politically active in helping solve transportation, infrastructure and economic problems. He has presented the Tunnel concept to over 100 government, civic, industry and private enterprise throughout the region, receiving a rapidly growing list of supporters and endorsements.

Mr. Vardoulis is President and CEO of BV Engineering of Irvine, CA. This nonprofit corporation, ROC-Link, Inc., was created to advocate a multi-purpose tunnel between the two counties.